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THE HENRY FRANCIS du PONT
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GENERAL VIEW FRONT OF FACTORY.

ALLAN HERSCHELL, President

Herschell-Spillman Co.,
pioneer operator and manufacturer
of merry-go-rounds.

CATALOG "B"

WHILE this catalog describes our regular stock Merry-go-rounds, yet we are prepared to manufacture anything in this line from $250.00 to $20,000.00. We also manufacture or are manufacturers' agents for everything in the amusement line. We own or control certain patents, and have others pending, which enable us to give you important features on these machines that can be furnished by no other manufacturer.

NOTICE.

Orders will be executed as promptly as possible and at the lowest current rates, consistent with quality. Our terms are a cash deposit with the order, the balance by sight draft with the bill of lading attached, unless some other terms have been previously arranged. The Clearing House Association, of North Tonawanda, has adopted a rule compelling the banks to charge exchange on out-of-town checks, and for this reason we ask our customers to remit by New York draft, postal orders or express money orders, upon which we can realize without expense.

Before you order, study carefully all details enumerated in this catalog. Any points overlooked necessitate correspondence, and this means loss of time.

We also ask our friends to show this catalog to any whom they might think likely to be interested in these machines, thereby conferring a great favor upon us.

GUARANTY.

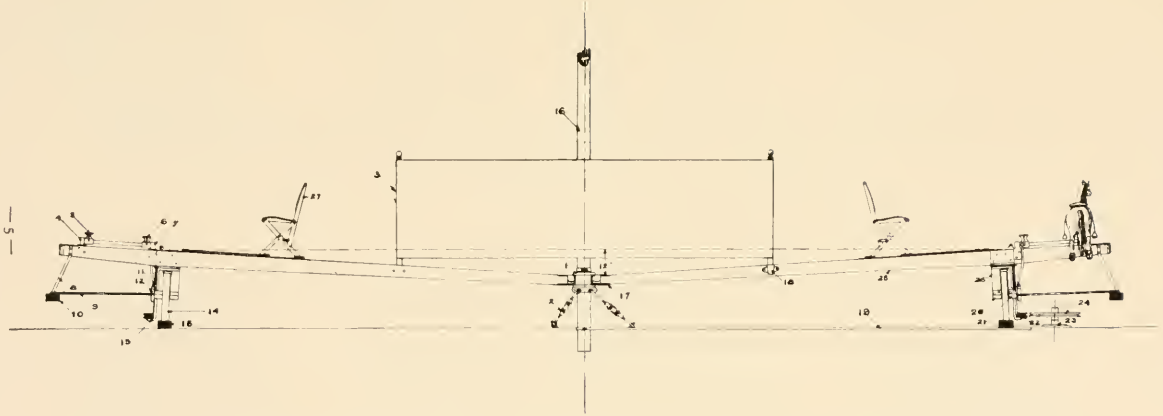
We warrant our products to be free from imperfection in workmanship and material, and will furnish, without charge, any part that may prove defective in either of the above particulars, but cannot undertake to furnish free, broken parts, worn down, or parts that break through misuse or carelessness, where the material is sound.

DESCRIPTION.

OUR Improved Two-Horse Gallery is what is known as the Twenty-four Horse machine. It is 40 feet in diameter, and comfortably seats ninety-six adults. We have had prepared a rough cross-section of this machine with the principal parts numbered, which will better enable us to give the reader a correct idea of the construction and operation of this machine. The photographic cuts will readily make clear any parts now shown in this section. The numbers given in the following description refer to the numbers on the cut.

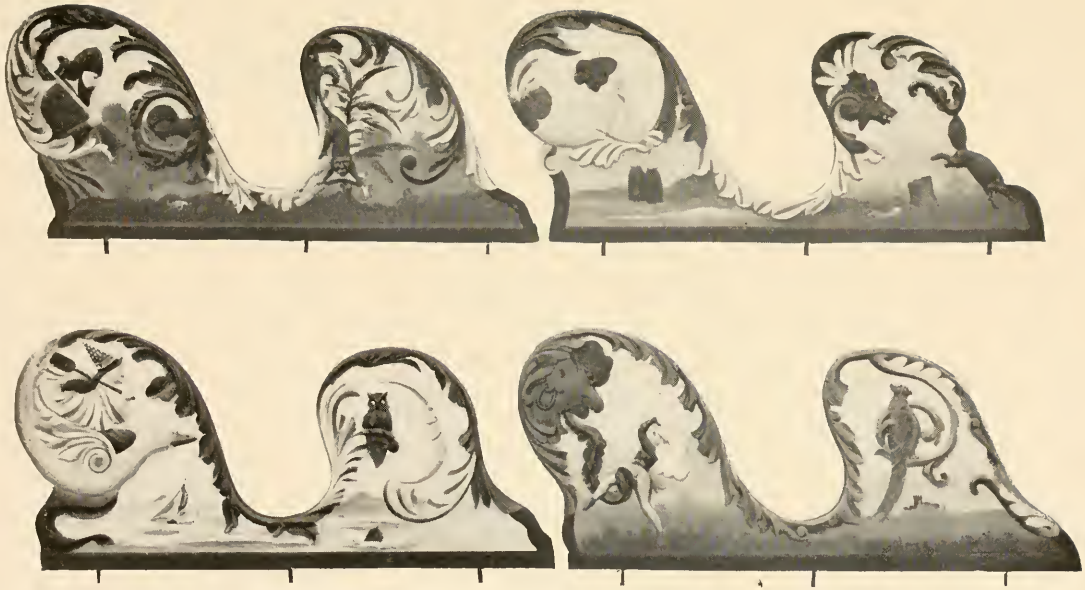
This machine consists of sixteen sweeps (25), fastened to the hub casting (17), which, in turn, is located on the center pole (16). These sweeps are supported by sixteen cone-shaped track wheels (14), and they in turn run on the steel-faced circular track (15). These sweeps form the main framework of the machine. The outer rim (10) is supported by the steel brackets (8), substantially in the manner shown. (9) are the run boards and slat work, which serve as the lower platform of the machine, and are supported in the manner shown. (11) are the curtains, which act as another step on the machine, and, at the same time, act so as to keep the sweep arm (26) always in a vertical position. (5) and (6) are the outside and inside rockers, which are supported by the sweeps. These rockers are keyed to the same shaft, and derive their motion from the eccentric (12). Upon the platform of the machine are located the settees (27), which are continuous around the machine, with the exception of the space left clear for the organ, the organ being also supported by the sweeps, and is located at about the same position as the settees. (3) is the picture center, and its support is too obvious to require any further description. The horses are located on the rockers as shown. The entire machine gets it motion from the lower cable rim (22), which is supported by cast-steel brackets running to the sweep arms (26). (23) and (24) are the patent stud and stud wheel, used for guiding the cable on to the lower rim, and, as is easily shown by the cut, are located underneath the machine. (19) is the long board, connecting the stud and the center pole, which serves to keep the stud always at the same distance from the center pole. The organ is driven from a continuation of the axle on track wheel No. 1, and is connected with this shaft by a belt. The center pole also supports the tent, the sidewall poles being situated about five feet from the machine, for the support of the outside tent.

The above is a brief description of the Merry-go-round proper, as a whole. By farther reference to the cuts in the catalog, a more minute description of the various parts, and a better understanding of the design will be gained.



CROSS-SECTION OF IMPROVED TWO-HORSE MERRY-GO-ROUND.

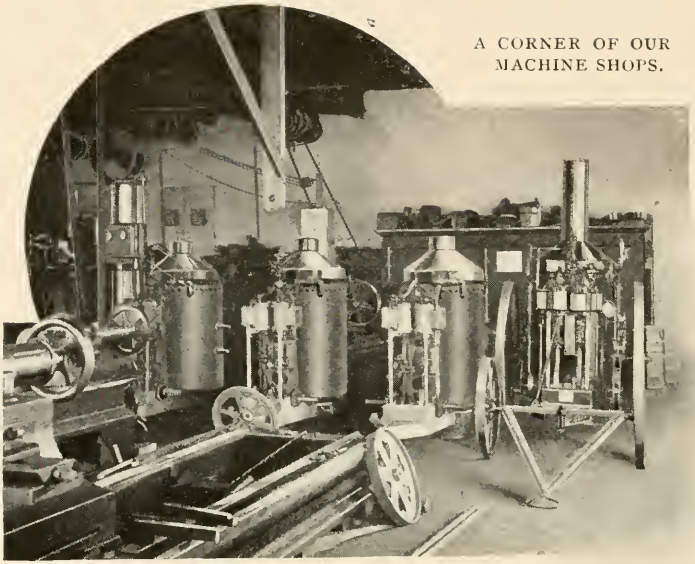
THE chariots, four in number, on this machine, seat four adults or six children each. They are made up in many styles, but the most popular set is that shown on the page opposite, as each chariot side represents something. For instance, in this set we have Robinson Crusoe, The Mermaid, Mother Goose, and Jack, the Giant Killer, all beautifully hand carved and painted in a most artistic manner by expert workmen. These chariots are upholstered inside, and are so arranged that they can be easily and quickly taken apart for shipment.



CARVED SIDES OF FOUR MOST POPULAR FORMS OF CHARIOTS.

ON the page opposite will be found a cut representing some of the most popular forms of horses, of which we make a large number of different styles. You will note from their appearance that they are very life-like, being carved by hand from well seasoned poplar and by very expert mechanics, who have had years of experience in the business. Please note that the work on these horses and all the carving on our machine is hand, and not machine work. We use glass horse eyes, especially made for us, and regular horse tails. These two items alone help to give a horse a very fine appearance. They are finished by painters who are artists in this line of work, and we feel that these horses are the finest animals ever put on a Merry-go round of this type. They are mounted on rockers, actuated by eccentrics on the track wheels, which give them a very pleasing and life-like, galloping movement.

A GROUP OF OUR ATTRACTIVE HORSES.



A CORNER OF OUR MACHINE SHOPS.

THESE rockers, shown on the opposite page, are another one of the many improvements found on our machine. They are the lightest, strongest and most convenient rocker that has ever been used, the upper portion having a rectangular tapered hole in it, is bolted permanently to the horse, and never has to be disturbed. All that is necessary to attach the horse to the rockers after they leave the factory is to set the horse on the rocker, and the weight of the horse and rider will hold the horse firmly on the square, tapered block, shown in the cut, which is keyed to the rocker shaft. The horse can never get out of place, and experience has shown this to be the greatest improvement put on a Merry-go-round in years, as, when it is necessary to remove the horse, all that has to be done is to lift the horse, strike the rocker a slight blow with a hammer, and it will easily come off. Just this one improvement on a machine will easily decrease the time of a move by six hours, as it is a long job to take all the nuts off the bolts, remove the horse, and put the same on, on the old-style rocker.

Then we have the patent stud wheel, previously referred to, which is under the rim of the machine, thus making it impossible for any one to get caught in the cable. This wheel and the one on the engine are by far the largest shieve wheels used on Merry-go-rounds of this type, and, as the cable does not have to make short t urns, it is easy to see that the life of the cable has been greatly increased.

The castings on these machines are nearly all malleable iron or steel, there being very little cast iron used in the construction. This makes the machine very light and strong and not liable to break in moving, as, where cast iron is used, the castings are thrown from the car, and are often broken by one casting falling on the other.

The lumber used in the construction of these machines is selected with great care, and no timber is allowed to be used that is not up to our high standard of work.

By referring to the line cut in the first part of the catalog, it will be seen that there are folding seats around the center of the machine, fourteen in number, which will comfortably seat three adults or four children each. These seats are arranged so that they can be easily and quickly removed, and greatly increase the seating capacity of the machine, besides making a very popular center.

The center piece regularly furnished on these machines is of canvas, especially prepared by a secret process so that the paint will not flake off the canvas, and is done by our own artist, who has no equal in this line of work.

VIEW OF NEW STYLE ROCKER, DOING AWAY WITH THE USE OF BOLTS.

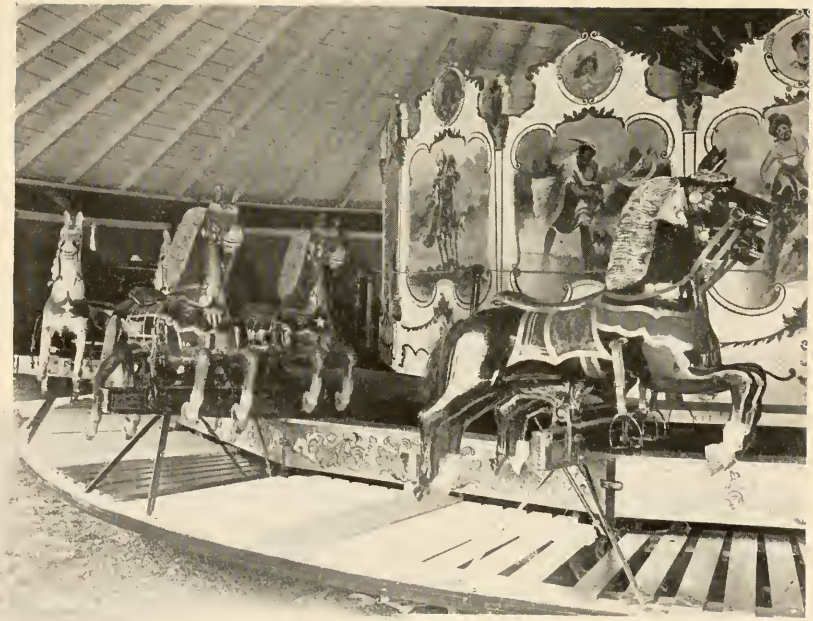
NO. 18 MILITARY BAND ORGAN.

THE organ regularly furnished is a No. 18 Military Band Organ, fitted with two barrels, each barrel containing eight up-to-date, popular selections of music. The organ has a rich, powerful tone, and is supplied with trumpets, piccolos and flageolets, and is a magnificent instrument. We also furnish cheaper or more expensive organs in case the customer desires the same.

CUT OF A NEW STYLE, ELEGANT ORGAN, ESPECIALLY DESIGNED FOR HERSCHELL-SPILLMAN CO. MERRY-GO-ROUNDS.

OUR Galleries are also furnished with a negro or chinese image, as preferred, neatly clothed, represented as turning the organ. The construction is such that he automatically, but very naturally, turns his head and bows to the audience whenever the Gallery is in motion.

ON the page opposite will be found a cut showing another style sometimes used where a customer desires a very fine center, and expects to remain located in one place. It is rather too much work packing this to be used where one is traveling about. This center is constructed of seasoned poplar, is beautifully painted and hand-carved, as shown, and is of the same general pattern as the front of the organ used with this center.



CUT SHOWING HORSES AND CARVED PICTURE CENTER.

WE also place mirrors in these centers in some of the panels, and, in fact, there is scarcely any limit to the amount of decorating we can do on the panels in the shape of brass work, where the customer desires a very expensive outfit.

The tents regularily used are 8 oz. army duck tents, of the very best quality, 50 feet in diameter, and are hung from the center pole, and supported on the outside edge by side-wall poles and secured by stakes, rather similar to a circus tent.

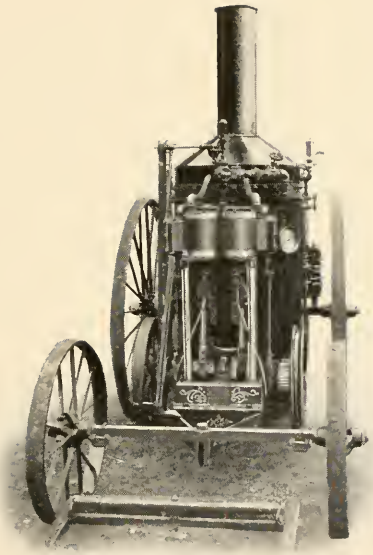
CUT SHOWING CHARIOT AND ORGAN
FRONT USED WITH CARVED CENTER.

AS will be seen by the two cuts, the boiler and engine which we ordinarily use to drive these machines when on the road, are of portable type, and the most convenient ever produced for this purpose.

The boiler is 30 inches in diameter, 54 inches high, has 50 two inch tubes, is stay-bolted around the fire-box, reinforced at the openings where steam pipes are attached, has a hand-hole that enables the crown sheet to be easily cleaned; also two hand-holes in the water legs.

The boiler is mounted upon good strong axles and springs, which, in turn, are supported by the latest and most approved wide-tired, iron wheels ; these are so constructed that there are no threads on the spokes at either end to work loose or strip, and they will hold firmly until the tire is practically worn out. The rear wheels are made especially strong to meet the extra weight placed upon them. These boilers are fitted with two injectors, safety valve, whistle, grates, blower, etc.

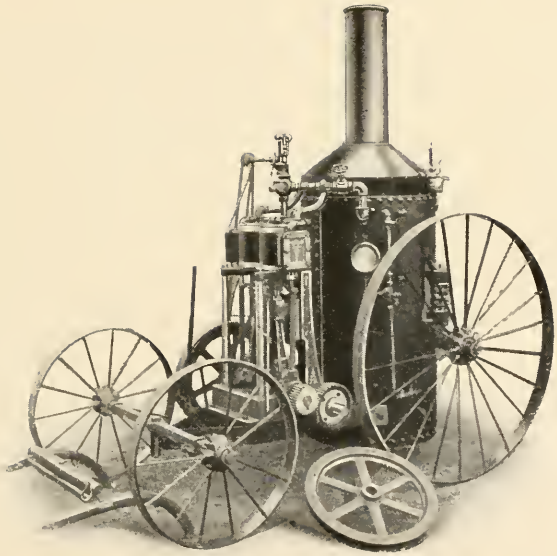
The engine is a fine, newly-designed, double engine with two cylinders, two connecting rods and a double-throw crank shaft. The front of the engine frame is left open, so that it is very easy to get at all the parts, which will result in its giving better service and lasting much longer, as it is convenient to keep it properly adjusted, cleaned and oiled. The cylinders of the engine are supported by a strong cast-iron column at the back, and by two cold-rolled steel columns in front, covered with brass jackets and fitted with nickeled nut covers. These columns in turn, are secured to a strong, square, cast-iron base. The cast column also carries the guides and receives the thrust of the cross-head. Integral with the base are the three crank-shaft bearings, which are lined with the best babbitt; the crank shaft is steel, and the cranks are set on the quarter; the connecting rods are crucible steel, having brasses in either end and the latest take-up wedges fitted to each box; the wedges are held in place by bolts with jam nuts; the cross-head shoe is brass, and has an adjustment so that the wear can easily be taken up, in fact there is no part of the engine that is not adjustable.



FRONT VIEW OF BOILER AND ENGINE.

ON the crank shaft of this engine we have placed a spur gear, which meshes with the larger spur gear located on a shaft parallel to the crank shaft, and supported by the base of the engine. This can be easily seen in the cuts. To the shaft having the larger spur gear is keyed the shieve wheel for driving the machine.

As before stated, this shieve wheel is very large, and the cable will not slip on the same, thereby cutting out the packing in the shieve. This method of construction while expensive, is a very great improvement, for it increases the life of the cable, and takes all the pull off the crank shaft, thereby eliminating any chance of breaking the same. The causes which operate to break crank shafts are two in number. First, unnecessary strains are put on the crank shaft by tightening the cable too tight on a warm day, and in the cool of the evening, when the cable shrinks, the excessive strain due to the shrinkage of the cable, will snap off the best crank shaft ever made. If this does not happen, the operator will leave his machine with a strain on the cable after closing down at night, and when he comes around in the morning he will find the children sitting on the cable teetering up and down, and the result is a broken crank shaft. With our method of construction we have a two-inch cold-rolled, straight steel shaft, on which this shieve is keyed, making it impossible to break this shaft. Another advantage in backgearing is that the engine travels at a much better speed. This gives a greater starting power; this engine being equal in starting power to at least a 12 H. P. engine. It will, however, use no more steam than before, except in starting, for as soon as the engine is up to speed the governor will take hold and reduce the steam consumption to the same as it was before. We guarantee these engines to start any load that you can possibly place on a machine. The engines and boilers are thoroughly tested and run under steam before leaving the factory; all bearings are arranged to lubricate with brass compression cups. This form of engine does away with "dead centers," and enables it to take steam at any position of the cranks, consequently it can start a much larger load than a single cylinder engine of approximately the same rating. It is also very economical in the use of steam, and is supplied with standard governor and lubricator. The whole is painted and finished in a very attractive manner. It is convenient to operate and is a very durable outfit.



SIDE VIEW OF BOILER AND ENGINE.

AS will be shown by the cut on the opposite page, we also make Three Horse Abreast Riding Galleries, that is, Galleries having three horses abreast, as shown. These three horses are all on one shaft. The center horse of the three is caused to rock opposite to the two other horses. This is done by the use of two eccentrics, one on the inside and one on the outside of the track wheel. In other respects this machine is of the same general form of construction as the two-horse machine, the parts, of course, being proportionately heavier to carry the added load. We can also place the carved center on this machine and furnish the same with high-priced organs; in fact, can make this machine far more expensive than the two horse machine, where the purchaser so desires. The same general care in the selection of material and the construction of this machine is used, as in the previous one.

We also make a 32-foot machine for street fair use, on which the tent revolves with, and is entirely supported by the machine. There are no stakes to drive, and it is considerably handier to put up and operate than the Standard Two Horse Gallery, but it has not the earning capacity, as it will not carry as large a load.

We furnish electric motors in place of boiler and engine when the customer desires the same.

CUT SHOWING ARRANGEMENT OF
HORSES ON 36-HORSE MACHINE.

ON the following pages will be found a few cuts of our machines at work during the past year, and the cuts themselves are the best testimonials as to what these machines will do, our customers having taken in between $400 and $500 a day. We have plenty of testimonials showing the success attained by the operators of our machines, on file in our office, which we are always pleased to show to any one doubting their earning capacity, or money to be made in this business. We have not deemed it necessary to fill up the small space which we have in this catalog with these testimonials. Under each cut will be found an explanation of the same.

Where these machines are to be erected permanently, it is always advisable to erect a permanent building or pavilion. We can furnish customers with plans of very cheap forms of buildings, also the more expensive forms. On the last page will be found a cut of one of the more expensive types, which is a very beautiful building erected at Olcott Beach, and one that has given excellent satisfaction.

GENERAL VIEW OF 3-HORSE GALLERY.

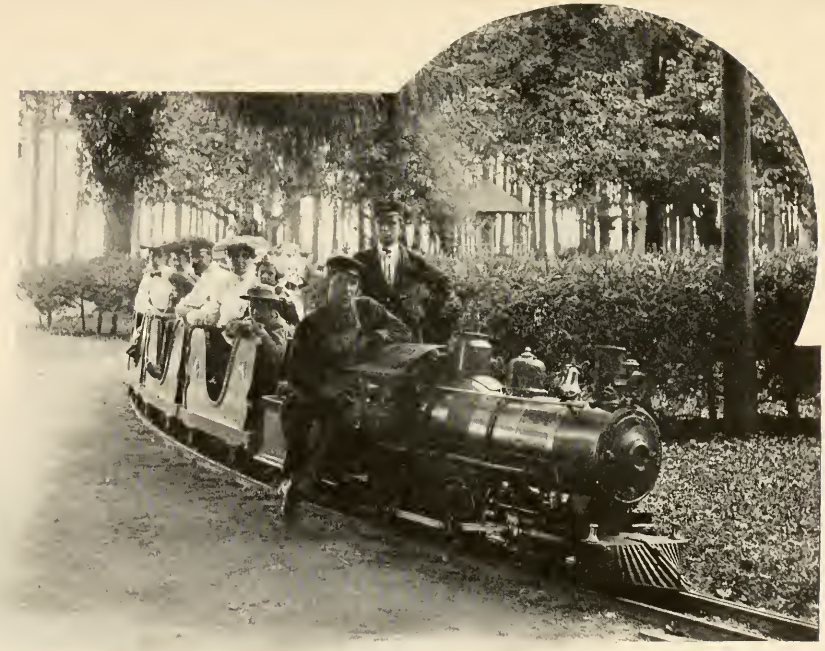
ONE OF OUR MACHINES AT WORK
IN ILLINOIS DURING PAST SEASON.

CHILDREN'S DAY.

AN ORDINARY CROWD IN MEXICO.

A BRAZILIAN SCENE.

ANOTHER ONE OF
OUR SPECIALTIES.



ONE OF OUR MINIATURE RAILWAY
OUTFITS, LOCATED IN A FINE PARK.

OLCOTT BEACH PAVILLION.
PREVIOUSLY REFERRED TO.